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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Captain G. B. Mills, of the Good Hit, reports fifty-five trips between this port and the Islands.

The schooners Jessie and Mary Lyon were on Smith's boxes last week for overhauling and calking.

The propeller R. J. Hackett is having her iron sheathing taken off at Globe drydock, and is being calked.

Mr. J. Miller is building a marine boiler for a tug. The tug will be built by H. D. Root at Vermillion, Ohio.

Mr. Daniel Connolly is making a marine boiler for D. D. Trowbridge of Toledo, which will be put into a canal boat.

The December term, A. D. 1884, of the United States District Court for this district, convenes at Toledo on Tuesday next at 10 o'clock a. m., with Judge Welker on the bench.

The action of the city council in refusing to adopt the resolution authorizing the purchase of a fire boat, caused the fire commissioners to postpone their meeting Tuesday evening. The question will come before the board again December 5.

Diver E. T. Wilson of this city last Thursday patched the hole in the John J. Hill, which was caused by being forced against a pile, and succeeded in raising her. She was on the bottom in the river near the Cleveland Rolling Mill dock.

Mr. Champness, boat builder, on Main street is building a steam yacht for Messrs. Teasdale & McBeth. Her length over all is 30 feet, keel 25 feet, beam 7 feet and depth amidships 3 feet 7 inches. Her model, which was made by Mr. Champness, is a good one, and she will be a dandy in the water. She will be finished next week.

Mr. Clark I. Butts, who received a telegram last Friday, that his schooner, Thomas P. Sheldon had been released from Middle Island reef and would be taken into Port Huron, went up to look after her. It was necessary to jettison 300 tons of coal before she could be got off. She is insured.

Captain Montague, who laid up his schooner, the Southwest, at this port last week, after repairs had been made on her, went to his home at Huron on the schooner J. B. Kitchen, Captain Peterson. The J. B. Kitchen, which is owned by the Jackson Iron Co., will be stripped and laid up at Huron.

Captain John Connor has arrived at this port. His friends will be glad to know that he has been acquitted, in the United States District Court for the Northern District of New York, of the charges preferred against him by the cook on board the Richard Winslow. He will remain here some time and then go on to Chicago.

Captain W. C. Richardson, one of the owners of the schooner Thomas Gawn, went to Erie to look after the repairs of the schooner. The work will be done by W. W. Loomis, shipbuilder at that port. Survey was made by Mr. Brown, of Buffalo, for the insurance company, and Mr. Loomis for the owner. Damages were placed at $2,500.

The survey of the schooner M. I. Wilcox, Captain Miller, dismasted last month in Lake Ontario, has just been completed by Captain George Berryman for the insurance company, and Captain George Warner for the owners. The damages have been found to amount to $4,301. The Wilcox will probably remain in Pressley's slip, where the repairs will be made.

The Globe Iron Works are building a boiler for a small yacht for Teasdale & McBeth of Cleveland. It is the intention of these gentlemen to make a pleasure cruise down the Ohio and Mississippi rivers to New Orleans and through the streams of Florida.

Colonel O. M. Poe notifies mariners that on and after the night of December 1, 1884, the red light marking each side of the north entrance to the harbor of refuge at Sand Beach, Mich., will be discontinued for the season. Both lights at the main entrance will be continued up to the close of navigation.

On the 18th instant the petitioners in the matter of John W. Moore and others for limitation of liability as owners of the steambarge H. B. Tuttle filed a motion in the United States District Court, to require the respondent, the Silver Islet Consoldidated Mining and Land Company, to give security for costs, and Judge Welker granted the same and entered an order requiring the security to be given in the sum of $300.

On the 21st instant Louis P. Smith filed a libel in the United States District Court against the barge Little Wissahicken, owned by H. S. Hubbell and M. G. Brown, of this city. The action is brought to recover $722.38, and interest thereon from May 17, 1884, being a balance due on an account for repairs and materials. The barge was seized by the United States marshal the same evening, and bonded on Saturday last, and released.

Mr. H. L. Perrine, of Cincinnati, representing the Henry R. Worthington Steam Pumping Machinery, called at the office of the chief of Printing and Publishing, New Orleans. Mr. Perrine represents a very large concern, and it was to this house, having its works at Brooklyn N. Y., the at the Exposition management awarded the contract for the great steam pump that lifts the water from the Mississippi river for use in all parts of the World's Exposition.

H. D. Root, shipbuilder, has removed his business from Lorain to Vermillion, Ohio, on account of freshets washing out the Lorain yard whenever they occur. At one time the entire frames of a steamyacht were washed away and lost. He has at various times lost over 1,000 worth of finished shiptimber. Mr. Root is now building a tug for Nicholas and Edson of Vermillion. The machinery will be taken out of the pile driver Jennie Green and placed in the new boat.

On Saturday last Judge Welker, of the United States District Court in this city, rendered a decision in the case of Henry Wallace and others against the propeller Saginaw valley. The facts in the case are about as follows: On the 26th of July, 1881, the propeller Saginaw Valley started from her dock at the foot of St. Clair street, in our harbor, down the river, and in attempting to pass the schooner Thomas Gawn, which was moored on the west side of the river above Main street bridge, ran into her, striking her on her starboard side abaft her fore rigging, crushing and breaking her stanchions and injuring and damaging her rail and plankshear, all of which damge is estimated by the libelants at about $268. The libelants brought the suit by reason of being the owners of the schooner Thomas Gawn. The owners of the Saginaw Valley make answer, denying any liability on her part for the damage, and assert that the schooner finished the season of 1881 without repairs, and that if any damage was done by the alleged collision, the same was largely increased by such subsequent action on the part of said schooner. A decree was entered in favor of libelants and a reference to Earl Bill, commissioner, to ascertain damages.

CHICAGO.

Special to the Marine Record.

The embargo which was placed on navigation in the South Branch by the damaging of Van Buren street bridge was raised Saturday, forenoon, and over fifty craft, which were delayed on either side of the bridge, passed through in a few hours. Several large propellers chartered to load grain were among the vessels declared by the accident. The repairs to the bridge are only of a temporary nature and intended to make the structure serviceable until the end of navigation. Then the bridge will be pretty thoroughly rebuilt. The city authorities will sue the Union Steamboat Company to recover the amount of the damage to the bridge; and the vessel owners should sue the city for obstructing navigation.

The tug Bass has been sold to L. Laflin, of this city, by William Smith, of St. Joseph, for $2,200.

The much talked of antipathy to B1 vessels for carrying grain has assumed shape. Insurance agents do not like to take risks on grain shipped in them and they will this winter resolve to refuse all risks on grain cargoes shipped in B1 vessels. That class of lake craft will have to seek another field of trade and confine themselves entirely to coarse freights. This movement seriously affects a large amount of valuable property which has for years reaped large profit in the grain carrying trade, and it will undountedly meet active opposition from the owners of this property. It has been said that the A. E. Vickery was a B1 vessel, which is not correct as she was rebuilt and rated A2 last spring.

The schooner Elizabeth A. Nicholson, which arrived from Buffalo Monday reports having collided with the schooner Radical off Two Rivers Point. The Radical was lying at anchor. The Radical was light and bound from Chicago. She lost her jibboom and all her headgear. When the Nicholson's anchor was fished up another large anchor was found on the end of it, together with about thirty fathoms of chain. The crew was unable to get the great weight over the rail, and the Nicholson came in with two big anchors dangling over her bows.

Several line-steamships have left this week for Buffalo with corn at 2 cents and wheat at 2½ cents. This is a miserable finish to the season.

The shipping office at this port was closed for the season on Saturday last.

Wm. W. Bates, shipbuilder, is building a new hull for the machinery of the steamyacht Brett Harte, of the following dimensions: 70 feet over all, 15 feet beam and 5 feet deep. The Brett Harte was built by him eleven years ago. Mr. Bates has been away from Chicago for the last three years and has lately returned from Portland, Oregon, where he has been engaged in building a very fine drydock.

A very severe gale and hard frost set in on Sunday, and several vessels arrived badly iced up Sunday night and Monday, their captains and crews having experienced considerable hardship and danger in bringing them safely into port without accident of any kind.

Vessel business is closing up fast, after a very poor season for vessel men and vessel owners. Our shipyards are almost at a standstill, and there seems very little prospect for a renewal of the usual activity during the winter months, as so very small an amount of profit has been made this season that owners are afraid to make any outlay for repairs and rebuilding.

Thomas Bageley, yacht and boat builder, has just completed a handsome steam yacht for Messrs. Brazleton & McGuire, of this city. She is 34 feet long, 9 feet beam and 4½ feet deep and will be sent on the cars to Pensacola, Florida, where she will be used in the passenger trade. C. P. Willard & Co. supplied her with a high pressure engine 5½x7½, and a boiler 48x26, and she has a 30 inch Tarrant wheel. W. C. Gould, engineer of Chicago, will run her engine. T. W.

ASHTABULA.

Special to the Marine Record.

The iron tug Dexter has been hauled out by her owner, Captain Geo. Fields, and will receive a steel bottom. She is now nineteen years old and above light water mark is apparently as good as ever.

The following vessels have gone into winter quarters: schooner Sumatra, M. F. Merrick and Reindeer.

The last cargoes of coal for the season have been shipped on the steambarge Lothiar and consort for Kingston. They will leave as soon as the weather permits.

Business along the dock is about closed. Four or five vessels, ore laden, are expected, which, when they arrive, will probably end the season at this port.

The dredge Erie is still at work at the old pier now in the channel at the entrance of this port.

Ore shipment by rail at present amounts to about 5,000 tons per day. J. P.

MT. CLEMENS.

Special to the Marine Record.

There will be a fine, new tow barge built here at Captain Shorbanou's shipyard for the Tonawanda Barge Line. Her dimensions are: keel, 160 feet; beam, 32 feet; depth of hold, 10 feet; over all, 168 feet. She will be ready for service in the spring. Her capacity will be about 600,000 feet of lumber. She is intended for the lumber trade between Manistique and Tonawanda, and will be one of the steambarge A. Weston's consorts. Captain William Dulack is manager of the Tonawanda Barge Line. L.

HANCOCK.

The schooner Mary Battle, reported Saturday night to be on the reef at Eagle river, was at anchor. The wind shifted during the night from east northeast to northwest. The anchor was lifted, and the vessel drifted five miles to the westward towards Portage upper canal and went ashore in four feet of water. The crew are ashore at Eagle river, and report the vessel lying easy. The Battle was built at St. Catharine in 1872, and registered 316 tons. She is square rigged and classed A2.

ST. IGNACE.

A northwest gale has been blowing since Saturday night, and the weather is extremely cold. A small schooner went ashore here Saturday and is a total loss. Navigation is at a standstill here on account of the storm.

MARITIME LAW.

SONSMITH ET AL. V. THE JAMES P. DONALDSON —SLYFIELD V. SAME—TOWAGE—NEGLIGENCE—GENERAL AVERAGE.

Circuit Court, E. D. Michigan, September 1884.

[*Continued from last week.*]

The true principle was stated by Mr. Justice Curtis in the case of the John Perkins, reported in 21, Law Reporter, 87. That was the case of a libel by the owner of a fishing schooner, the Wyvern, against the John Perkins. The latter was drifting helplessly, inclosed by a field of ice, along the shore of Massachusetts bay, and to avoid an apprehended collision with which, the master of the Wyvern cut his cable, which, with the anchor, was lost. The claim was for a contribution in general average for this loss. Mr. Justice Curtis treated the subject in an opinion, from which the following lengthy extract is made:

"But the question here is whether a voluntary sacrifice made by one vessel, to avoid or escape an apprehended collision with another vessel, makes a case for contribution in general average. It is certainly true that such a claim, when viewed theoretically, has an equity very similar to, if not identical with, that on which the famous Rhodian law was founded, and out of which the more modern doctrines of the law of general average have grown. '*Omnium contributione sarcitur quod pro omnibus datum est.*' Poth. Pand. 14, 2, 1. '*Equissimum enim est, commune detrimentum fieri eorum, qui propter amissas res aliorum consecuti sunt est merces suos salvos habuerunt.*' Id. 14, 2. 6. At the same time it is quite clear that the Roman law never applied the principle between mere strangers. The Digest (9, 2, 29, 3) says: '*Labeo scribit, si cum vi ventorum navis impulsa esset in funes anchorarum alterius et nautæ funes præcidis sunt, si nullo alio modo nisi præcisis funebus explicare se potiunt nullam actionem dandam.*' This is the precise case under consideration, except that the cable is cut by the mariners of the other vessel, which can scarcely weaken the claim. Emerigon cites this as good law, and refers to the laws of Oleron and Wisby as containing similar rules as to the removal of an anchor. 1 Emer. Ins. 416, c. 12, Par. 14. And at the common law there are cases of urgent necessity in which one whose property is destroyed has no action; as pulling down a house to prevent the spread of a fire, as was resolved in case of Saltpetre, 12 Coke, 13, 16. See also, Vin. Abr. "Necessity." Pl. 8; Governor v. Meredith. 4 Term R. 797; Respublica v. Sparhawk. 1 Dall. 363; Mayor v. Lord, 17 Wend, 290; Russel v. New York, 2 Denio, 461.

"But whether an action would or would not lie when the mariners of one vessel can escape only by cutting the cable of another vessel, and do so, the question here is whether the law of general average extends to a case where the cable of a vessel is cut by its crew to prevent an apprehended collision with another vessel. I am not aware that the right of contribution has ever been extended beyond those who voluntarily embarked in a common adventure. Very eminent writers upon maritime law have considered that the right grows out of and depends upon a contract implied by law from the relation created by the contract of affreightment. Such is the opinion of Pothier, *traite des contrat de louages Mar.* pt. 2; Art. of Pardessus, Droit Com. pt. 3 tit. 4, c. 4, Par. 2. Chief Justice Parsons declares, in Whitteridge v. Norris, 6 Mass. 131, that the requisites to a case of general average are a contract by which distinct properties of several persons become exposed to a common peril, and a relief from that peril at the expense of one or more of those concerned, who thereupon are entitled to contribution from the rest. And in the case of Dupont v. Vance, 19 How, 162, as well as in Lawrence v. Minturn, 17 How. 109, it will be found that the supreme court considered that the master, in case of necessary voluntary sacrifice to escape peril, was acting as the authorized agent of all concerned in the common adventure, and so bound all by his act, a principle which could hardly apply between mere strangers. I have on a former occasion declared that I did not consider the right to recover a general average contribution arises from a contract, (Sturgis v. Cary, 2 Curt. C. C. 384,) but from a principle of natural justice, that they who have received a common benefit from a sacrifice voluntarily made by one engaged in a common adventure, should unite to make good the loss which that sacrifice occasioned. But I have never entertained a donbt, that from the relation of the parties to a common adventure, the law would imply a contract for the purpose of a remedy. Nor did I then suppose that it would be implied between strangers, who were not united in a commen adventure by one or more contracts of affreightment.

"The ancient as well as the modern code of sea laws proceeds upon the assumption that the master, representing all the aggregate interests by holding the office, has the rightful power to judge upon the sacrifice of one of the interests which he thus represented for the benefit of the others. But they afford no grounnd for the position that he may judge for mere strangers, whose property has not been confided to his care. In my opinion the only subjects bound to make contribution are those who are united together in a common adventure, and placed under the charge of the master of the vessel, with the authority to act in emergencies as the agent of all concerned, and which are relieved from a common peril by a voluntary sacrifice made of one of those subjects. Consequently, I must reject the claim for general average."

The decree of the district court was therefore reversed, but it was further stated in the opinion that the questions were so novel, and attended with so much difficulty, and the equitable considerations in favor of some of the claims were such, that it was not thought fit to charge the appelees with costs.

But the elements wanting to constitute a valid claim for a contribution in general average in the case of the John Perkins, seem to be present in the case of this appeal. Here the propeller and the barges were not strangers. They were bound together by the contract of towage. They were interested together in a common adventure. They were engaged to and with each other for the entire voyage, and each interested in its successful issue, as the freight earned by each barge was to be shared between it and the propeller as a compensation for its service. The barges were dependent altogether upon the propeller for motive power, neither of them having any means of self-propulsion. They were powerless for any purposes of navigation, and could only by means of a single sail, ground tackle, and steering apparatus, co-operate with the propeller in its control over them. Each barge, indeed, had its own master and crew, but they had no voice in the management of the propeller, nor in the conduct of their own craft, except in obedience to signals from the propeller. The master of the propeller had charge of the navigation of the whole tow for the voyage, and for the purposes of that navigation and to meet its exigencies was invested with authority to act for all. No ingredient required by the rule to constitute a case for contribution in general average seems to be lacking. There is a common adventure, in which distinct interests are associated by a maritime contract, by which the whole is placed in charge of a common agent authorized to act for all in its prosecution; and, by his authority, a sacrifice is made of part, in the presence of imminent peril, threatening the loss of all, which results in the safety of the remainder.

What is there in the circumstances and nature of the case to prevent the application of the law of gereral average? It is suggested that the obligation to make contribution in such a case is inconsistent with the contract of towage which alone established the relation between the parties, and must regulate their relation, rights, and duties. The contract of towage undoubtedly does not embrace any stipulation which requires such a contribution. The towing vessel is not subject to liabilities as extensive as those of a common carrier of goods. It discharges its whole duty by the performance of the stipulated service with ordinary care and skill. It insures nothing. And it is excused from the further performance of its contract when that becomes inconsistent with its own safety. All that is certainly true. It was no breach of its contract, as has already been admitted in this cause, for the propeller under the circumstances of necessity into which, with its tow, it was driven, without its fault, to save itself at the expense of the barges, which were cut loose and cast away upon the rocks and beach. But the case is precisely the same when jettison is made of a part or the whole of the cargo. The sacrifice is not a breach of the contract of the common carrier, but puts an end to it, and is justified by the law, notwithstanding the obligation of the contract of carriage. But the contribution is not the less on that account exacted upon principles of equity. In neither case does the duty to equalize the loss grow out of the contract. In both, it grows out of the relation, established both contract; and that so far as that duty is concerned, is in substance the same in both cases.

Whether the facts necessary in law to bring the case within the rule, as stated, would exist in every case of towage, or in those cases where the towage is of the more usual kind, it is not necessary to consider or decide. The judicial result in the present case is predicted as flowing from the relation of the parties, as founded upon the actual agreement, and the particular circumstances which arose in the course of its execution. The relation between the parties to a contract of towage will vary according to the terms of the contract, and the liability of each party to the other, as well as to third persons, may be very different in different cases. In a case of collision (Sturges v. Boyer, 24 How. 110, 122) it was said by the supreme court that—

"Whenever the tug, under the charge of her own master and crew, and in the usual and ordinary course of such an employment, undertakes to transport another vessel, which, for the time being, has neither her master nor crew on board, from one point to another, over waters where such accessory motive power is necessary, or usually employed, she must be held responsible for the proper navigation of both vessels; and third persons suffering damage through the fault of those in charge of the vessels, must, under such circumstances, look to the tug, her master or owners, for the recompense which they are entitled to claim for any injuries that vessels or cargo may receive by such means. Assuming that the tug is a suitable vessel, properly manned and equipped for the undertaking, so that no degree of negligence can attain to the owners of the tow on the ground that the motive power employed by them was in an unseaworthy condition, and the tow, under the circumstances supposed, is no more responsible for the consequences of a collision than so much freight and it is not perceived that it can make any difference in that behalf that a part or even the whole of the officers and crew of the tow are on board, provided it clearly appears that the tug was a seaworthy vessel, properly manned and equipped for the enterprise, and, from the nature of the undertaking and the usual course of conducting it, the master and crew of the tow were not expected to participate in the navigation of the vessel, and were not guilty of any negligence or omission of duty by refraining from such participation."

In like manner, in such a case, the master of the towing vessel commands and directs, not only his own but the vessels in tow, as though all together constituted but one ship; the tow is intrusted to his care, bound to obey his commands and directions, and subject to his power as though it was mere freight. I am unable to perceive why, in such a case, of which the present is an instance, the law of general average should not and does not apply. The novelty of its application in such circumstances is the strongest ground for rejecting it; but, where the principal plainly includes it, that argument ought not to prevail. The history of the development of the maritime and admiralty jurisdiction in this county is not without occasional surprise of new discoveries. It was a long time, indeed, before the professional mind of the country accepted the idea that the great rivers and lakes, however navigated in fact, were legally navigable where the tide did not ebb and flow; and the doctrine of Dupont v. Vance, 19 How. 162, by which a maritime lien enforceable in admiralty was recognized in favor of a claim for general average, by reason of jettison of cargo, was thought to be a innovation upon the English rule, which confined the remedy to an action of *assumpsit* in the courts of common low, or by bill in equity in the court of chancery.

Contracts of towage, like that in the present case, are exceptional, and of comparatively recent origin, peculiar, perhaps, to lake and river navigation. They certainly differ very essentially from the ordinary and usual towing contracts for towing vessels into and out of port, or for short distances in narrow and tortuous channels. It was in reference to one of such that Sir Robert Phillimore spoke in The I. C. Potter, L. R. 3 Adm. & Ecc. 292, where the service to be rendered was defined and limited and for a customary fixed price, and where is was held that, even without formally abandoning the contract, the towing vessel—circumstances of serious danger having supervened, not in contemplation of the parties to the contract—was entitled to salvage reward for bringing her tow safely in port, on the ground that she would have been justified in deserting her. The circumstances of the present case preclude the application of any such principle; for, in regard to craft, such as the barges which constituted the tow, it cannot be supposed that it was contemplated by the parties that in any emergency they could take care of themselves. The contract in the present case was for the whole voyage, in view of all its perils and contingencies, and completely identified the propeller with her tow for all the purposes of the enterprise, the success of which the towing vessel itself, as well as the tow, had mutually agreed to share as the sole price to each for their respective contributions to the common interest. The case is more like that of two carriers who combine in a joint service; as, where on land, one furnishes motive power and an artificial highway, as a railroad, charging toll to the other for the vehicle and its contents, being the goods to be carried; or, as in the case of New Jersey Steam Navigation Co. v. Merchants' Bank, 6 How. 344, where a steam boat carried goods for an expressman. At any rate, without undertaking to specify in what manner and in what degree the rights and liabilities of the parties are extended beyond those growing out of the more limited and ordinary contract for a mere towage service by such a contract as that now under consideration, it is sufficient in this case to say that it had the effect to establish such a mutuality of interest in the enterprise as to constitute the towing vessel and her barges in tow a unit for the purposes of the voyage, so far that a voluntary sacrifice by the master in authority over all of a part for the benefit of the remainder thereby saved from destruction by a peril of navigation must be compensated upon the principle of general average.

The decree of the district court is therefore reversed, and a decree will be rendered in favor of the appeelants, respectively, in conformity with this opinion; the amount in favor of each to be ascertained by an intermediate reference to a master to state and adjust the proportionate contribution to be recovered against the propeller, upon the principles of a general average, with costs.

LITERARY NOTICES.

HARPER'S MAGAZINE for December is a brilliant Holliday number, as rich in illustration and as entertaining in its letter-press as the most eminent of American and English artists and writers could make it. It contains nearly seventy illustrations, fourteen of which are full pages, and of these six, including the frontispiece, are printed separately on plate paper. Excepting the Easy Chair and three or four poems, every one of the twenty-five contributions to the number is illustrated. There are two fine full-page engravings by Closson—the frontispiece, from Dr. Hofmann's painting, "The Boy Jesus in the Temple," and Titian's "Flora." E. P. Roe's universally popular novel, "Nature's Serial Story," is concluded in this number, and is appropriate to the season, both in the text and the pictures. Charles Dudley Warner opens the number charming reminiscences of "Christmas Past," finely illustratdd by the best London artists. William Black, writing in the vein of his "Adventures of a Phaeton," with the exception of a brief article on "Recent German Art," by C. W. Jenkins, and "The Mythical Boat," by Phil Robinson, the remaining articles are stories, sketches and poems, suited to a holiday number. Saxe Holm contributes a humorous New England story, entitled "Farmer Worrall's Case," illustrated by A. B. Frost. Hugh Conway, the author of "Called Back," tells a ghost story with the blood-curdling caption of "A Dead Man's Face." E. C. Stedman contributes two fine poems, "Witchcraft, A. D. 1692," and "Witchcraft A. D 1884," illustrated by Howard Pyle. "A Ballad of Christmas Ghosts" and "Christmas Violets" are contributed by Andrew Lang. Mrs. Margaret Sangster's song, "The Dear Long Ago," is illustrated by F. Dielman. Poems are also contributed by Dr. Thomas Dunn English and Wallace Bruce, both illustrated. Mr. Curtis's Easy Chair is a pleasant international greeting about the Christmas fireside between John Bull and Brother Jonathan.

THE CENTURY for December has for its frontispiece a profile portrait of General Grant, engraved from a recently found photograph taken in 1862. It accompanies the second of the papers on the civil war, "The Capture of Fort Donaldson," which is contributed by General Lew Wallace, who commanded the third division of General Grant's army during the siege. A score of illustrations present views on the field, portraits of officers, maps, and (not the least interesting) an autograph copy, recently made by General Grant, of his famous "Unconditional Surrender" dispatch to General Buckner. The "Recollections of a Private" are continued with descriptions of the early "Campaigning to no Purpose" along the Potomac, with illustrations. In both papers the drawings are nearly all from photographs. The fiction of the number consists of "An Adventure with Huckleberry Finn, with an account of the famous Grangerford Shepherdson Feud," by Mark Twain; the first part of a novelette, in three parts, "The Knight of the Black Forest," by Miss Grace Denio Litchfield; of American girls in Europe, which is illustrated by Mrs. Mary Hallock Foote; and the second part of Mr. Howell's new novel, "The Rise of Silas Lapham." Among other illustrated papers is "Dublin City," of which Mr. Joseph Pen-

nell has made sketches to accompany a humorous and instructive paper by Prof. Edward Dowden, the Shakespeare commentator. "Topics of the Time" contain editorials entitled "One Way to Prevent Divorce," "Was the Chinese Traveler Right?" "Economic Mistakes of the Poor," and "A Ready-made Foreign Market for American Goods."

THE DECEMBER ATLANTIC attains its usual high degree of interest. "Poe's Legendary Years" is perhaps the most important article in the number. It is written by George E. Woodberry. Dr. S. Weir Mitchell's serial, "In War Time," is finished. Two short stories entitled "Penelope's Suitor," by E. L. Bynner, and "An American Flirtation," by Grace Denio Litchfield, are excellent reading. The first is founded on a romantic incident in Massachusett's colonial history; the other is an interesting study of life in a foreign pension. Stuart Chisholm gives an account of experiences in South America in "Over the Andes," and another very interesting paper is added to the series on "The Lakes of Upper Italy." A nicely discriminating sketch of Francoise Coppee, and a clever article by George Parsons Lathrop on "Combination Novels" form the more distinctly literary features, while a valuable consideration of "Canada and the British Connection," by Edward Stanwood, and one of those papers on birds and bird life complete the prose of this issue. For poetry there are H. H.'s "Two Harvests," and E. R. Sill's "Among the Redwoods." The usual departments of the Contributors' Club and Books of the Month complete a number of substantial value. Houghton, Mifflin & Co., Boston.

THE CHRISTMAS ST. NICHOLAS.—John G. Whittier opens the Christmas St. Nicholas with a beautiful poem, entitled, "The Light that is Felt;" while Lord Tennyson is represented by a charming portrait of his two grandchildren, from the painting by Anna Lea Merritt, which accompanies her interesting paper, "A Talk about Painting." Another artist-author, Mary Hallock Foote, writes and illustrates a delightful sea-side article, called "Menhaden sketches—Summer at Christmas-time." J. T. Trowbridge contributes a new serial, called "His One Fault," of which there is an installment that breaks off just where we all wish to know what happened next; R. F. Stockton, in his second "Personally Conducted" paper, jumps from France to Genoa, with a graphic description of "The City of the Bended Knee;" Louisa M. Alcott has another jolly spinning-wheel story, "The Hare and the Tortoise." Among the distinctively Christmas features are "Visiting Santa Claus," a poem by Lucy Larcom; another Christmas poem by Grace F. Coolidge; the very little folk's story, "Madie's Christmas," by Mary Mapes Dodge; a description by Rev. H. A. Adams of several noted Christmas feasts in Westminster Hall; and a clever little sketch, "What the Philosopher Said on Christmas Day," by Mrs. W. H. Daniels.

THE BOOK-WORM, a unique, handsome and delightfully readable little monthly magazine, containing for the year over 300 pages and many fine pictures, all for 25 cents a year, is a recent characteristic product of the Literary Revolution. Each number contains attractive selections from some noted book—the last presents Prescott's famous chapter on the "Spanish Inquisition." What will interest a vast number of book-buyers will be the regular monthly news of the Revolution's progress, an enterprise that has wrought wonders in the book world. A specimen copy of the Book Worm will be sent free to any address. John B. Alden, publisher, 393, Pearl street, New York.

George Stephen, president of the Canadian Pacific Railroad, accompanies Sir John MacDonald to England, where he goes to establish a line of steamers in connection with the Canadian Pacific road between British Columbia, Japan and China, negotiations for which are on foot. Mr. Stephen says the steamers will be much finer than those sailing from San Francisco and that the route from Yokohama to Europe, by the Canadian Pacific, will be shorter by three days than by San Francisco. Mr. Stephen will also make financial arrangements for building the Manitoba & Southwestern and other Canada Pacific branch lines in the Northwest. It is believed that Sir John MacDonald accompanies Mr. Stephen for the purpose of offering government support to the scheme.

A new fog horn, invented by a Mr. Brycson, has lately been tried on the Thames by the representatives of the English admiralty. The signal-man works this instrument, which is in the shape of a pump, by a strap fastened to his foot. The fog horn can be so used as to produce either short or long sounds as required, and its special advantages are the length of time to which the sound can be drawn out, its cheapness, and the fact that it can be heard three-quarters of a nautical mile in stormy weather.

In New York, John Peterson, a sailor, who was injured on shipboard during a storm several years ago, was awarded $4,000 damages in a suit against the captain. Peterson claimed that there was no medical officer aboard, and the captain refused to land him at the nearest port.

THE PASSENGER LAW.

A meeting of the Chicago Tug Owners' Association was held November 12 for the purpose of taking some concerted action in support of an effort that is being made to amend the laws relating to the licensing of steam vessels. In the ordinary course of business tugs are frequently compelled to carry persons other than those belonging to the crew, and, as the law requires that a boat shall be regularly licensed to carry passengers, heavy fines have been imposed. Tug owners claim that their boats have not the necessary space to carry the boats and life saving apparatus required by law, and yet it is almost impossible to carry on their business successfully unless they are at times permitted to carry one or more persons in addition to their crew. They are frequently called upon, when employed to tow a vessel, to take to her the whole or part of a crew of seamen or stevedores engaged for her, and whose presence is required on board before the vessel can enter or leave port as the case may be. For this service no extra compensation is received, and yet the law considers each person not belonging to the tug a passenger. With the laws now in force, the owner of a tug cannot ride across the river on his own boat unless he is a member of the crew. If he does he violates the law and is liable to a fine of $500. A tug carrying a life saving crew with their boat and apparatus to a vessel for the purpose of saving the lives of her crew and passengers, or rescuing a drowning crew from a sinking ship, does so in direct violation of the law. The local inspectors of boilers and hulls have been applied to for relief, and they, in conjunction with the tug owners, have called the attention of the Board of Supervising Inspectors to the condition of affairs, and, although the board appreciates the necessity for the relief requested, the members are powerless under the present state of the laws to give. Supervising General Dumont was appealed to, and at his suggestion the following amendment to Sec. 4,427 has been drawn, and will be introduced at the next session of Congress:

An act relating to the licensing of vessels engaged in towing to carry persons in addition to their crews.

Sec. 1. That any steam vessel engaged in the business of towing vessels, rafts, or water craft of any kind, and not carrying passengers, may be authorized and licensed by the Board of Supervising Inspectors to carry on board such a number of persons in addition to its crew as the Board of Supervising Inspectors in their judgment think necessary to carry on its business, not exceeding, however, one person to every ton measurement.

Sec. 2. That every vessel licensed under the foregoing section shall carry and have on board in accessible places one life preserver for every person allowed to be carried in addition to those provided for the crew of such vessel.

The above proposed amendment was read at the meeting and unanimously indorsed. The text of the amendment will be printed and sent to every tug and vessel owner on the lakes, together with a circular letter asking each to do all in his power to secure its passage.

After this question had been disposed of the subject of city licenses was discussed. The City Collector has notified the tug owners that they must pay a license of $25 for each boat before the expiration of the present week. The tug owners decided to pay under protest and await the decision of the courts.

VERY few sailors or other persons engaged in the marine business have the remotest idea of the number of vessels in service on the lakes. They know in a general way that there are a good many, but beyond that they could not come within a thousand of the right figures if they were asked the queston. The latest vessel registers, and they are very complete, show that there are 1,070 American sailing vessels (including barges) and 328 Canadian sailing vessels. There are, beside, 840 American steam vessels of all classes, and 382 Canadian steam vessels, making a total of 2,565 steam and sail vessels. These figures do not include the St. Lawrence river barges. Careful estimates place the average tonnage of these vessels at 350 tons, which would make the total tonnage of the lakes, exclusive of the river barges, 897,750 tons. This is not a high estimate.—*Chicago Inter-Ocean.*

The Commissioner of Navigation has issued a circular to Customs officers revoking the order of June 24, 1874, by which they were directed to retain the original certificate of the payment of tonnage tax presented by the master of any vessel to prove payment within the year, and in its place to issue a copy of the certificate, duly authenticated and sealed. As now provided, the original certificates will be left in the possession of the master, unless required as evidence on which to base a refund of the tax paid.

THE Japan, which arrived at Detroit on Friday, had a number of huge cakes of copper, weighing 2,800 pounds, which she took on at Hancock. Its destination is Europe. She also took in copper at that port, and left for Buffalo.

JAMES T. ROSE,

Vessel Agent and Broker,

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☞IF YOU DO NOT RECEIVE MY MONTHLY LIST OF VESSELS FOR SALE, SEND FOR IT

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Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	°1 10 A M	°1 25 A M
No 8, N Y, B & A Express	°6 35 A M	°7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	°1 55 P M	°2 25 P M
No 14, Special N Y & Bos Expres		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	°11 55 A M	°12 05 A M
No 33, Mich Express via Sandusky	°2 15 A M	°2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi Pac Ex via Norwalk	°6 10 P M	°6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m, and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m, and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

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Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect Oct. 6, 1884, and until further notice:

GOING EAST.		LV.	AR.	GOING WEST.	
	A. M			P. M.	
.....	7 50	.....Chicago.....		7 10	.....
.....	9 45	.....Valparaiso.....		5 42	.....
.....	P. M.				
.....	1 50	.....Fort Wayne.....		1 50	.....
.....	2 05	.....New Haven.....		1 35	.....
				A. M.	
.....	3 56	.....Leipsic.....		11 30	.....
.....	4 49	.....Arcadia.....		10 34	.....
A. M.					P. M
6 50	5 00	.....Fostoria.....		10 22	8 50
7 35	5 45	.....Green Springs.....		9 44	8 05
8 15	6 20	.....Bellevue.....		9 10	7 35
10 49	9 02	AR.....Cleveland.....Lv		6 45	5 04
P. M.					
12 05	.....	.....Painesville.....		.....	3 44
12 58	.....	.....Ashtabula.....		.....	2 51
1 42	.....	.....Conneaut.....		.....	2 20
2 41	.....	.....Erie.....		.....	1 23
					A. M.
4 19	.....	.....Dunkirk.....		.....	11 24
					A. M.
5 55	.....	AR.....Buffalo.....Lv.		.....	9 50

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address B. F. HORNER, Gen'l Passenger Agent, I

LEVIS WILLIAMS, General Manager. Cleveland, O.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 3, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	°8:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	°12 25 P M
No. 27, Galion & C.L & W. Acc	2:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	°6:40 A M
No. 20, Uhricsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex	°4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked ° daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agent. CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

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Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p m, Oil City 12:30 p m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

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$66 a week at home. $5.00 outfit free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business at which persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, write for particulars to H. HALLETT & Co., Portland, Maine.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, NOVEMBER 27

THE WELLAND ACQUEDUCT.

WELLAND, ONT., November 17.

Editor of the Marine Record.

Being detained for the last three days here at this Welland acqueduct makes me think that it is about time the papers give them a little shaking up, as they have been quiet for some time. As the season advances the nuisance becomes greater. They still hold out inducements for traffic by this route but they have not passed a vessel for the last month that was drawing the amount of water that they advertise to have, 12 feet. I have been here three days, and the average depth of water has been 11 feet 3 inches. My vessel is drawing 11 feet and 2 inches, and it requires 7 inches less to get through. I have hired a scow and am lightering cargo to-day, at our own expense. They don't purpose doing anything to help us out. Will be obliged to lighter about one hundred tons. The man in charge here says if I lighter up to 10 feet 6 inches it will let me through. This is all owing to low water in Lake Erie, but there is abundance of water in the Grand river feeder that could be used, and would keep a uniform depth of 13 feet in the acqueduct, so the officials here say. I was intending to make the round trip to Ogdensburg, but will have to lay up at Chicago.

P. S.—November 19th.—Just got through to-night at midnight, after a delay of five days; detained two days after lightering.

L. W. B.

The object of governmental discrimination, recently made in favor of the lake system of canals, the Welland and Erie, was ostensibly for the purpose of cheapening the cost of grain transportation from the west, and it was to believed that both governments, the United States and the Canadian, would adopt the most liberal policy regarding their respective interests, and offer the most speedy accommodation and dispatch to secure the traffic. How far this policy has been carried out the above communication will reveal as regards the Welland. This is but one of many complaints that have been made during the last few months, and reflects much discredit upon the management of that waterway, or lack of science in the construction of the canal. Some weeks ago it was the custom to leave the lock open at Welland, whereby the water was enabled to run out of the canal into lake Erie, invariably lowering the water in the acqueduct so much that vessels drawing over eleven feet six inches could not get through. This condition of affairs was pointed out in these columns and the fault corrected by the superintendent of the canal, by closing the locks, which answered for some time. It now seems that the water in Lake Erie is at such a low stage that this remedy will no longer prevail, and another must be sought. We can not believe, as our correspondent says, that the Grand river feeder, will, for any length of time, be able to correct this evil, as it was demonstrated as far back as 1846 that the volume of water from that feeder was not equal to supply the requirements of the canal, which was the principal cause of the recent improvement, that of lowering it to the level of Lake Erie, and now that the water in that lake seems to have receded, the only course to pursue in making available the Welland canal for the transportation of unbroken cargoes, is to follow up the lake, and in the now contemplated improvements go below the level of Lake Erie, or to a depth that will permit a vessel to draw eighteen or twenty feet, as we suggested in a previous article on this question.

As the merits of quick dispatch now compare, taking into consideration the transhipment of cargo for passage through the Erie, and the vexatious delay of canalers in the Welland, the former has a large advantage, which is evident from the fact that, although the paid tolls on the canals of $113,000 a year ago have been abolished, the toll receipts now aggregate $300,000. Before the state of New York made this discrimination their business had run down 700,000 tons in twelve months, and since the rates have been liberalized the canals do 2,000,000 tons more business, which has had its effect on railroad tolls, and shows that, although Montreal is 300 miles nearer the Liverpool market than the American port, the Erie canal is the principal corrective of grain freights from the west, and will take the great part of the traffic, unless the Canadian government makes more liberal tolls by way of the Welland and improves her facilities for the accommodation of the tonnage that must naturally seek passage by that route.

WORK OF THE LIFE SAVERS.

S. I. Kimball, general superintendent of the life saving service, reports wrecks and casualties for the year ended June 30, 1883, on the northern lakes, as follows: In the ninth district, comprising Lakes Ontario and Erie, number of disasters was 78; the value of the vessels involved, $447,310; value of cargoes, $252,435; total value of property, $699,745; number of persons on board the vessels, 915; number saved, 914; number lost, 1; number of shipwrecked persons succored at stations, 12; number of days relief was offered, 15; value of property saved, $581,725; value of property lost, $118,020; number of disasters involving total loss of vessels, 5.

In the tenth district, Lakes Huron and Superior, there were 31 disasters, involving value of vessels, $421,680; value of cargoes, $72,040; total value of property, $493,720; number of persons on board the vessels, 195, all of whom were saved; number of shipwrecked persons received succor at the stations, 9; number of days, 15; value of property saved, $465,235; value of property lost, $28,485; none of the vessels suffering from disaster in this district proved to be total loss.

In the eleventh district, Lake Michigan, we have 78 disasters, same as in the ninth, which involved vessel property to the amount of $457,945, and cargoes amounting to $149,305, making a total of $607,250; the number of persons on board, 403, of whom 392 were saved and 11 lost; the number of shipwrecked persons succored at stations, 75, for 161 days; value of property saved, $478,140; and of property lost, $129,110; the number of disasters by which vessels were total loss is 13.

THE weather during the greater portion of the past week was not what could be wished for, so far as shipping interests were concerned, genial, balmy and Indian summer-like, and it is much to be regretted that so near the close of the season freights are down, business flat, and, in short, comparatively nothing to do. Accordingly, all classes of vessels are being laid up as fast as they arrive, whether at a home port or not. The balance sheet of some vessels, at the close of the season, will not be a document of sufficient interest to keep for reference in the future.

A NEW article of commerce, discovered ten years ago in New Zealand, is tannekaya bark and is used for tanning fine leather and is worth in its native country about $40 per ton. It contains 28.66 per cent of tannin, whereas oak bark yeilds only 8.55 and hemlock 9.5, therefore it will be seen that as a marketable commodity it is quite valuable and has brought in this country as high as $200 per ton. The greater part of the export is taken direct to Granoble, France, where it is used in dressing leather for gloves.

The steamer Bayfield has been withdrawn from the Georgian Bay survey for the season, and will go into winter quarters at Owen Sound. The work done this season embraces the entrance to Georgian Bay. Beginning near Cabot's Head the work was carried out into deep water in Lake Huron, thence along the lower end of Manitoulin Island to Cape Smith. The islands and channels were all examined, and soundings made in lines so close together that it is not possible for any rock or shoal to have been missed. It is stated that the chart of this portion of the bay will be published next spring.

THE PILGRIM.

The old schooner Pilgrim has been sold under the hammer for $250 to W. R. Robbins, of this city. The sale was forced by some sailors who had a claim on the old box for wages. The Pilgrim was built at Huron, Ohio, in 1847, and enjoys the distinction of being one of the oldest craft afloat on the lakes. She belongs to the class of vessels which is always furnishing sensations by long absence from port, but she always turns up after a storm. The Pilgrim, and a sister vessel, the Puritan, were built for Walker & Co., of Huron, and were considered mammoth craft when they were launched. Captain Grover, of this city, was in the Pilgrim for eight years after she came out. She was wrecked in the fall of the first year on Long Point. She left Buffalo December 2d, and when she got off Cleveland a blinding snowstorm struck her. She was put about for Long Point and an effort was made, when she reached the "cut," to put her into it. The brig Sandusky, in trying to find shelter in the same place was blown high and dry on the beach. Captain Grover says the wind was blowing a howling gale, and a tremendous sea was running. As the vessel approached the entrance to the cut only her foresail and jib were set and all efforts to head her up with these sails were unavailing. So she was given the peak of the mainsail and started all right, and would have gone inside but for a heavy current which had set out of the channel. The Pilgrim's anchors were let go and she dragged into the channel, and then into the deep hole where both chains parted. Her rudder and centerboard were gone and she was completely at the mercy of the wind. Her crew had about arrived at the conclusion that their time had come, as they were drifting swiftly toward the lake, where the seas would soon have made short work of the vessel. With the aid of canvas though she was sent high and dry on a low beach where she remained all winter. In the spring Captain Grover got her off, gave her a new centreboard and rudder, and she is still running.—*Inter Ocean.*

THE GREAT EASTERN.

For a long time it was thought by the Exposition management that the United States Government would send a naval vessel to England to bring to New Orleans the articles that had been collected in Europe for the great exposition. Owing to certain circumstances that need not be detailed here, this plan was long ago abandoned, and the exposition management, through its agents, opened negotiations for a charter of the Great Eastern. The particulars of the agreement have not yet been made public, but it is understood that the Great Eastern, the largest ship afloat, will remain at the wharf adjoining the City Park till June next, and that she will then carry back to England such exhibits as remain unsold when the exposition closes.

The design of the management for some time has been to charter the ship and bring the European exhibits, both governmental and individual, to the Exposition, and carry them back free of charge. The agents of the Exposition have secured a considerable number of displays from the exhibitions that have recently been held in England and on the continent, and a large number of manufacturers and others, who have been deterred by the prospect of heavy charges, from partaking of the advantage of exhibiting their goods in New Orleans, will now have a chance of showing their articles practically free of charge.

After the arrival here of the Great Eastern, she would be immensely profitable as an auxiliary show, if the managers of the Exposition were to charge visitors an admission fee for going on board the great ship. This, it has been announced, they have no intention of doing. However, she could be turned to account as a large floating hotel. Whatever plan is adopted, one thing is certain—the Great Eastern will be no inconsiderable feature of the World's Exposition.—*Exposition Bulletin.*

The schooner Columbian, while making Beaver's Harbor, Monday, ran aground, and was dredged out by the tug Swain in ten hours and passed down yesterday uninjured.

[*Continued from 1st Page*]

TOLEDO.

Special to the Marine Record.

Captain Stoddard, of the Wabash propeller Gault has been sent by the manager of the Wabash line to Grand Marais to assist, if possible, Captain Goldsmith, of the Morley, now on the rocks at that point.

Frank D. Coyle, a one legged soldier, has been appointed kepper of the Presque Isle light, vice F. H. Henry, resigned. The latter kept the light for sixteen years.

Manager A. W. Coltor, of the Wabash propeller line, received a dispatch from Captain Goldsmith, of the propeller Morley, dated Seney, Mich., November 22, saying that the Wabash propeller Morley, bound from Duluth to Buffalo with a cargo of coal, had been drived ashore at Grand Marais, Mich., at 12:40 last Thursday night. Being in a leaky condition, the captain and crew went ashore. Seney is a station on the Detroit, Mackinaw & Marquette railroad, and is about fifty miles inland, which accounts for the delay in receiving news of the disaster.

Government dredging in the Maumee Bay has closed for the season. The present contracts for dredging in the bay are to be finished on or before June 20, 1885. There are yet about 85,000 cubic yards to be excavated.

PORT HURON.

The Phœnix Iron Works shipped ten tons of machinery on the propeller Arctic to Sault Ste. Marie last week.

The 120-horse-power Cummer engine and two steel boilers for the Upton Manufacturing Company have arrived and will be placed in position in a few days. The engine was made in Cleveland and the boilers in Detroit. Superintendent U. H. Eshbaugh reports that the work of completing the shops is progressing rapidly.

The keel of a steambarge has been laid at Dunford & Alverson's shipyard, Port Huron. This season the work has been advancing slowly and the outside planking is now nearly all placed. The barge is being constructed for Henry Howard and others and will have a carrying capacity of about 50,000 bushels of grain. The barge will be completed in time to take her place among the lake craft next spring.

WATERTOWN.

The steamer Cuba, of Hamilton, Ont., commanded by James Evart, on her way from Toronto to Ogdensburg, struck a shoal on the St. Lawrence river, opposite Alexandria Bay last Saturday morning and sunk. The vessel was loaded with 28,000 bushels of barley, 3,000 bags of flour, 40 barrels of whisky, and other merchandise. The whisky and merchandise, which was on deck, was saved, and about 6,000 bushels of the barley will be taken out of the hold uninjured. The vessel was owned by Haggerty & Co., of Toronto, and with the cargo was valued at $50,000. The steamer Relief has been sent to her assistance from Kingston.

PENTWATER.

The tug Alice E. Getty, of White Lake went on the beach just north of Pentwater light at 3 o'clock Thursday morning the 20th. The crew of four men were taken off after daylight by citizens. The tug is in good shape and will probably hold together. She is not insured.

D.W. Lockwood, Captain of Engineers U. S. A. advises vessel captains not to attempt to enter the harbor at Pentwater during the night or day, except with the assistance of a tug, as there is dangerous obstruction at the entrance. Due notice of its removal will be given. [Probably an ice embargo, which will be removed next spring.]

ESCANABA.

Special to the Marine Record.

The propeller Raleigh ran on Eleven foot shoal yesterday morning, and the tug Owen has gone to her relief.

It is reported that the schooner Mineral State is ashore in Green Bay, about fifteen miles from here. The captain walked to Escanaba.

MARQUETTE.

Report was received here from Grand Marais stating that the steambarge Morley, of Toledo, bound up, coal laden, was hard ashore about a mile west of the harbor. She went on Thursday last in a heavy gale, and it is feared that she will go to pieces. Her yawl boat, containing five oars was picked up on the beach.

DETROIT.

Special to the Marine Record.

November 25.—There is unmistakable evidence this (Monday) morning that the navigation of 1884 is about to close, and that vessels on lee shores, stranded or otherwise disabled, are likely to remain as they are until the ensuing spring. Yet stranger events than these have happened in the past, and after a three days' siege of the present northwest gale, vessel owners need not despair of an extension toward the close of navigation. On Saturday night a drenching rain set in, followed by a change of wind from south to northwest, thence to cold and freezing, and at this writing ice is forming rapidly.

The propeller Chicago, from Chicago, arrived here Sunday evening and is obliged to lay over, owing to the low stage of water at the Lime Kiln crossing, which is now lower than at any previous time this season.

The present gale is of unusual violence, though no uneasiness may be apprehended to vessels downward bound on Lake Erie, as by keeping the north shore aboard, they have not only comparatively smooth water, but a fair wind, and the only danger arises from the accumulation of ice.

The last vessel to leave here for the Welland canal was the Blazing Star, with wheat for Oswego, and ere this, has doubtless reached that point.

The steam wrecker, Winslow, of Grummond's line, on her last wrecking expedition uuderwent what might be termed a rather unique experience in that line. On or about the 12th instant, as noticed in my last communication, she was sent to release the schooner Starling, stranded in Georgian Bay, at what is known as the Geheghita islands, laden with cedar posts. On arriving at the scene of operations, she found the tug International, of Detroit, also disabled, and at once got her afloat. This accomplished, the International was solicited (so the story goes,) to assist in releasing the distressed vessel, but declined. In the meantime the Winslow's wrecking apparatus was placed on board the wreck, when the International two days afterward reappeared with Canadian officials on board. Captain Swain, of the Winslow, at a glance took in the situation, and arrived at the conclusion that it would be expedient for him to leave the locality at once. He was hailed by the Canadian officials to surrender his tug to the Queen for violating the wrecking laws, and in response cooly informed that official to perform his duty if within his power, and on the instant the Winslow backed out of the situation, leaving the steam pumps and other paraphernalia on board the wrecked vessel. As it thus appears there are strong comments as to the part taken by the International in this affair, and much to her prejudice. Both the Winslow and International are owned by Detroit parties, and it would seem strange that the latter should pursue the course she did after being released by her rival. In justification of the course taken by the Winslow, it may be stated that the Winslow had permission of the Canadian authorities to release the vessel, but it failed to reach Captain Swain before his departure. Captain Titus, of the Starling, is at present in the city endeavoring to negotiate with Canadian wreckers to release his vessel.

The schooner Gerrett Smith, noted in my last as having been released from Crawford's Quarry, was towed to Cheboygan, and there sunk, where she will doubtless remain until next spring.

The steambarge Jim Sheriffs and consort F. L. Danforth stranded a few nights since at the Lime Kiln crossing, but was released without serious injury twenty-four hours later.

The schooner Thomas P. Sheldon, which stranded on Middle island, Lake Huron, a few days since, laden with coal, has been released and will probably arrive here to-day for dockage. The nature of her damages will not be developed until her cargo is taken out and the vessel put in drydock.

The harbor tug business, at this port, for some time past has not been a paying investment and the present cold snap will be a winding up of the season's business. Two, of the whole number, would have been sufficient for the fall business.

The schooner Theodore Voges has arrived with coal for A. E. Viger, and is awaiting discharge.

The schooner Niagara, which has been anchored in the offing for the past two weeks awaiting charter, has unbent her sails and lays up at this port.

The schooner Smith & Post has brought twenty six cargoes of lumber from Alpena to Detroit this season, and is now absent for the twenty-seventh, which may be considered a good season's business.

The small propeller Massasauga, which, during the latter part of the season, has been plying between Detroit and Gibraltar, broke her wheel near Wyandotte, Friday, and concluded to throw up the sponge for the season, and left for Marine City to lay up.

The Detroit and Mackinac steamers will probably discontinue their seasons trips as soon as they return to port, should the weather continue cold.

I have not heard from my correspondent, Captain Jim Snow, moored at Cheboygan, for to these many months. Time has dealt lightly with him, and, as far as I can learn, he is on an even keel.

The manager of the Detroit & Mackinac Line announces that the steamers running thither will make two more trips, should the weather permit, and then will retire for the season.

Advices received here yesterday state that the steambarge Morley, stranded at or near Grand Marais, Lake Superior, is in shallow water and a heavy sea rolling over her and the prospects for her release dimly distant, and, beyond a doubt, she will come within the record of the total losses for 1884. Her crew, which was thought to be lost, have been heard from. They walked seventy miles through the woods to a small station. The Morley is 869 tons burden, was built at Marine City in 1879 and her valuation may be estimated at $50,000. The tug Gladiator left Monday from here westward, and, it is stated, she will proceed on to the relief of the Morley.

The weather to-day (Tuesday) has set in boisterous, accompanied by snow squalls, which may be regarded as the finale for the season, and it is as well, as after this period lake navigation is attended with extreme uncertainties. Several craft now here anticipating charters have concluded to lay up.

The Mary, of Port Stanley, is anchored in the offing, laden with lumber for Buffalo.

The steambarge D. W. Powers and consorts are weatherbound, laden with lumber.

The schooners John Breden, Wm. Holmes and Polly Rogers are grain laded and ready to leave, the latter for Cape Vincent.

J. W. H.

GRAND HAVEN.

On the 23d the steamers Wisconsin and Michigan, of the Grand Haven and Milwaukee Passenger Line, found the sea and blinding snowstorm too much for them and turned back to this port, which they left in the morning. The Wisconsin came in an hour before the storm was at its height, but the Michigan being later encountered the heavist sea that the harbor has seen for years, and in crossing the sandbar struck bottom forward, the sea throwing her stern into the south pier with such force that a portion of the pier timber was driven into her starboard quarter twelve or fourteen feet, making a hole ten feet deep by six long just below her upper rail through the iron. One compartment was filled with water about six feet. When she struck her rudder chain broke. The tug Batcheller answered her distress whistle and helped her to the dock. The cargo was immediately removed and the vessel listed to larboard. A sail jacket was placed over the hole packed with hay, and the compartment is being pumped out by Captain Kirby's tug and the city engine at the rate of 900 gallons per minute. Captain Prindiville, of the Michigan, and Captain MeGregor, of the Wisconsin, are working with untiring energy. By extraordinary good management Captain Prindiville brought his steamer, passengers, and cargo to the dock uninjured. It is considered by marine men a very fortunate escape. The loss is estimated at from $600 to $1,000. Repairs will be made this week at Milwaukee. In the collision the Michigan broke off about seven feet of the outer wall of the crib and shifted the crib from its foundation entailing a damage near $10,000.

The David Macey at anchor off this port since Sunday showed a flag Monday for a tug but none could go to her as the sea continued high.

BUFFALO.

A dispatch from Detroit to L. Dimick & Bro. says the propeller Morley is ashore near Dollarsville, Mich., and is in bad shape. The Morley is grain laden from Duluth to Buffalo.

Dispatches say that the schooner St. Lawrence arrived at Ogdensburg Monday morning, having been ashore a few hours at Duck island, and jettisoned 500 bushels of grain. She is insured in the Continental.

The schooner Ida Keith left Buffalo on Saturday morning and when off Port Stanley encountered heavy westerly gales. She lost canvas, and her second mate, James, Maguire, was killed by being struck by a falling spar.

The schooner Hanna Butler, according to a dispatch received by Smith and Davis, is at Cobourg, Ont., in distress.

A dispatch to L. Dimick and brother from Detroit says the iron steamer Michigan, while putting into Grand Haven, was driven against the pier, and had a hole stove in her quarter.

Lake receipts at Buffalo for the last week included 1,316,210 bushels of wheat, 321,980 bushels of corn 65,000 bushels of oats, 17,000 bushels of rye, 43,000 bushels of barley. The shipments by lake for the week amounted to only 21,080 tons. The total shipments by lake for this season thus far are 1,324,640 tons, against an aggregate for the entire season of 1883 of 1,253,940 tons, showing an increase this year of 60,700 tons. A few more shipments will be made this fall. Canal shipments for the week comprise 330,720 bushels of wheat, 8,000 bushels of corn, 100,850 bushels of oats, 7,980 bushels of rye.

A telegram from the owner of the schooner Oliver Mitchell says that vessel is in Ogdensburg all, right, and that she was not ashore as reported.

The steamer China arrived in Buffalo Tuesday morning from Duluth, and the Nyack in the evening. Both will go into winter quarters after the unloading.

MILWAUKEE.

The G. C. Trumpff which was built at Manitowoc by Butler about ten years since is to be rebuilt at Milwaukee during the winter. Thirty feet will be cut off, and replaced by new work, and she will be lengthened ten feet. When re-launched it will be under a new name.

The new steambarge A. L. Colborn was driven ashore at St. Joseph, Mich., last Thursday morning. The life saving service rescued her crew. She is in an exposed position.

The tug Alice when off Pentwater, got a line in her wheel and went ashore. Her crew were saved.

The schooner Swallow, which has been stripped, was ordered to Escanaba to load ore for Cleveland.

In 1876 the schooner Constitution, of Cleveland, was wrecked at White Fish Bay, Lake Superior, and abandoned to the underwriters. She was released and repaired at Rand & Burgers' yard at Manitowoc, but the insurance companies refused to pay the bill, and suit was commenced against the security and others. After seven years a decision was made in the United States court to-day in favor of the plaintiffs, who were also awarded interest.

A survey has been held on the wrecked schooner Itasca. Her wrecking expenses and repair bill will amount to $800.

Two of the crew of the grain laden schooner J. M. Hutchinson, which put in here, had their feet and hands frozen, and extra men had to be engaged.

Two steam pumps are at work pumping out the propeller Michigan, which collided with the pier at Grand Haven on Sunday. Temporary repairs are to be made, and she will be brought to this port to be docked.

ST. JOSEPH.

The tug Arctic succeeded Saturday morning, with the help of a steam pump, in getting off the barge Colborn, which went ashore on the 20th inst. She is probably damaged to the amount of $2,000. Her cargo of lumber will be all saved.

ALPENA.

The schooner Thomas P. Sheldon, ashore on Middle Island, was released Friday morning by the tugs Gladiator and Moore, and brought to this port. She is in good condition, and will go to Detroit in tow of the tug Gladiator. They jettisoned three hundred tons of coal, which is insured.

DULUTH.

George Spencer, and other boats from Buffalo, were detained by a heavy northeaster accompanied by blinding snow. The last passenger propeller to leave here for the season, except short distance to north shore, will be the India, for Buffalo, which cleared Tuesday. About half a dozen coal and wheat carriers are due here in the next two days, and these end the fleet from the lower lakes part of them will probably lay up here. The City of Fremont is due here to go into winter quarters. The Richard Winslow, which arrived with the Wocoken, is unloading coal and will then strip for the winter. The propeller City of Rome, loading wheat and the Wallula, flour, will clear probably as soon as the storm is over.

Apprehensions are felt here for the little propeller Butcher Boy, which left Port Arthur for this city Friday night. The run is generally made in twenty hours or so. The R. G. Stewart, which left Port Arthur twenty-seven hours after the Butcher Boy, has arrived here without having seen anything of her. The storm was one of the most serious in many months.

The tug Merchant, sunk in the bay by ice and a heavy sea Sunday night, will be raised.

The Lake Superior News says Thos. Vigars to-day took a contract from Jos. Lloyd to build a small steam yacht for the latter. She will be forty feet keel, open deck forward and cabin aft, and will cost about $1,200. She is to be built rather on the model of the Martini and will be used for a pleasure excursion boat. She is to be finished in the spring,

One of Williams & Upham's dredges is at work near the line of the proposed bridge at South Duluth. There is but a small amount of work to be done.

KINGSTON.

The Welland canals, both old and new, will close for the season on Sunday next, November 30th.

The steamer Hastings succeeded in releasing the steam yacht Mystic, which grounded in Reed's Bay, head of Wolfe Island, during a heavy fog last week.

The steamer Hastings, with a steam pump on board, left here Monday for Alexandria Bay, to render assistance to the propeller Cuba, aground and in a bad condition at that place.

The propeller Nashua left Ogdensburg on Friday on her last trip of the season and will lay up at Detroit. She made exactly twenty round trips during the season, and will come out a little ahead, notwithstanding 1884 has been a dull season.

Donnelly & Sons left Friday afternoon with the steamer Hastings to pull off a steamyacht which grounded in Reed's Bay, head of Wolfe Island, on the 20th.

The steamer Empress of India, which passed down the river, Thursday, will only go as far as Dickinson's Landing, where she will transfer cargoes with the steamer Alexandria. The latter will return to Montreal for the winter, and the former to the Bay of Quinte to lay up. The Empress will receive new arches during the winter.

It is rumored that the Spartan and Magnet will comprise the fleet of the Richelieu & Ontario line next season and the magnificent boats of the Canadian Pacific railway have the entire control of travel from Owen Sound to Port Arthur, and the Lake Superior trade.

The schooner St. Lawrence, on her way from Detroit to Ogdensburg with a cargo of grain, ran aground last week on the Duck shoals. Her captain jettisoned 300 bushels of her cargo, but was unable to release her. The steamer Hastings went to her assistance and succeeded in releasing her without injury, and has taken her to her destination. The St. Lawrence is an American schooner.

The schooner Julia is reported ashore at Consecon.

CHEBOYGAN.

The tug A. J. Smith is at work releasing the steamer Harvey Bissell, which is ashore at the mouth of the Carp River. The vessel is in good condition.

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THE LARGEST PILOT BOAT IN THE UNITED STATES

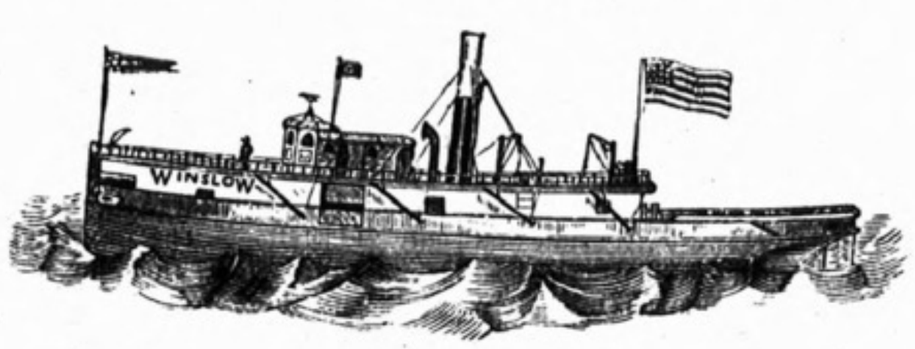
Special Correspondence of the Marine Record.

BOSTON, MASS., November 24.

While making a tour of the yacht and shipbuilding yards of the "Hub"—this city of culture and refinement, which has been styled the Athens of America—my attention was attracted to what seemed to be, in the distance, a handsome schooner yacht, but, upon closer observation, turned out to be the superb new pilot boat, Hesper, (not Hesperus, as so many ardent admirers of the great American poet, Longfellow, persist in calling her,) which has recently been launched from the ways of Montgomery & Howard, Chelsea, Mass. It was a long time before her owners could decide on just the nicest thing to call her, and the question "What's in a name?" was discussed many times before they came to a unanimous decision. The majority at first favored the Pilot's Bride as being the most appropriate, but they were finally brought over to the name selected by the minority, while many outsiders, who are foes of the compulsory pilotage system and are inclined to think pilot and pirate synonymous, argued that the latter name for this rakish looking craft would, if chosen, give its prey a chance to get away.

This beautiful vessel attracts universal attention, not only because she is the largest vessel of her kind in this country, but because she marks a new departure in naval architecture. The Hesper is shaped like a No. 1 mackerel, being only 22 feet wide and 104 feet long over all, and though her registered tonnage would be about 210 she draws 13½ feet of water, and as the breadth of beam and depth of draft which will yield the greatest speed in proportion to the length of a vessel seems still to be an unsolved problem, her performances will be watched with eager interest by the fishing-vessel and yacht owners. There are not less than thirty-five pilots operating in this harbor, but, as a matter of fact, there is much competition between them, and, although the prices are fixed by law, yet there is a sharp, and sometimes bitter, rivalry for the business of the port. Of course the swiftest and staunchest boat, which is able to cruise 200 miles or more out to sea, stands the best chance of falling in with Boston-bound ships, and, consequently, gets the cream of the trade. In the winter, when snow falls, and the icy sea, lashed to fury by the driving storm, breaks aboard and freezes, as it did on the "Wreck of the Hesperus," which poem alone has immortalized the name of Henry W. Longfellow, the task of a Yankee pilot is by no means an enviable one, and notwithstanding that prejudiced British shipmasters have charged our pilots with lying too under the lee of the land in a gale of wind, and also of being rapacious land sharks without any heart or soul, yet there is scarcely a winter passes but that the very milk of human kindness is turned sour in the breasts of these good-natured and brave men by the everlasting churning they receive from the rolling and tumbling of their weatherly little mountainous sea-climbers. The deck of a craft like the Hesper often has the waves sweeping over it continuously in a storm, and it is not a very rare occurrence for a seasoned son of Neptune to be prostrated with sickness, owing to the extreme roughness of the weather. Half a dozen pilot boats work this harbor, each one of which carries six pilots, and every boat takes a turn of a week on the station inside of Minot's Light, to pick up their men and comrades from outgoing vessels, while the other boats cruise out to sea. Steam pilot boats have been introduced at Cardiff & Newport, Wales, with some success, and it is only a question of a very short time when they will be adopted by the New York and Sandy Hook service, after which the rest of the cities and seaport towns will surely follow suit, as the time has come for the change from sail to steam, the former vessels being now practically useless for boarding an incoming steamer when the weather is calm. The Hesper is most elaborately fitted inside, and, in fact, nothing has been neglected which could add to the safety or comfort of officers and crew. She is provided with the very latest labor and time-saving devices, including a patent Providence pump brake windlass, which works her one-inch cable in half the time of an old-fashioned, wooden-barrelled anchor-hoister. The steering gear is that invented by Richardson, of Gloucester, Mass., and which is so well known as a quick and easy helm manœuverer. Patent tackle blocks, manilla gear and galvanized iron are conspicuous everywhere. The cabin is elegantly finished in bird's eye maple, embellished with gilt mouldings and scroll work overhead, and contains accommodations for twelve persons. Forward of the mainmast are the mess room and crew's quarters for six men, which are scarcely less comfortable than those of the after guard. The Hesper's keel is fifteen feet wide at the top and narrows to a triangular shape at the bottom, fore and aft. Seventy-five tons of pig iron are stowed in her hold as ballast, and a short time hence she will leave her berth at Lambert's Wharf, East Boston, and go bounding over the billows, under the title of Pilot Boat No. 5, commanded by that gallant young sailor and gentleman, Captain George W. Lawlor, of Chelsea, Mass., who is a son of her designer, one of the leading naval architects in this section of the country, a man who has long fought for reform in our yachting fleet. He has persistently advocated a change in the models and size of fishing vessels, which measure has at last been tried successfully. He believes in narrow and deep schooners instead of wide and shallow ones, which have, of course, always to carry centreboards, and the actual performance of the deep boats alongside of their shoal competitors will prove beyond a doubt which is the best.

The new fishing schooners Roulette, built



recently by D. J. Lawlor, of Chelsea, Mass., is the first practical illustration of the ideas which have been so long advanced by Captain J. W. Collins, the scientific fisherman and navigator, of Gloucester, Mass., for the improvement of the cod fleet. This vessel inaugurates a change in the form of fishing schooners, which is likely to be soon extensively adopted. She has already developed an almost unexampled speed, particularly in strong winds, and has proved that a deep schooner, beside being a safer craft, may also be swifter than a shallow, saucer-shaped vessel. The grand success of the Roulette in the mackerel fleet has led Captain Sylvester Whalen, of Chelsea, Mass., to have a schooner built on the improved plan and model. She has just been launched, and is named Julia E. Whalen, in honor of his fair daughter. She only differs from the Roulette in being not quite so wide, slightly deeper, and also in having nearly straight, instead of curved, water lines at the bows, and somewhat less hollow to the floor. Her dimensions are: Length over all, 93 feet; on load water line, 82 feet; beam, 28 feet; depth of hold, 10½ feet, and it is expected that she will develop a higher rate of speed than any other vessel of her size ever built, the pilot boat Hesper excepted, she being looked upon as something which represents a greater stride in the perfection of the art and science of naval architecture and marine construction than anything that has been built to float and sail, during the last dozen years. She resembles very much the British fishing cutter, whose speed and safety are so well known to all who have had the pleasure of a trip in them to the North Sea, and been caught out in a gale of wind before returning to port. They carry on sail "till all's blue" and walk the waters without splashing a drop aboard, demonstrating the superiority of their build over that of others. Her designer, Mr. Lawlor, believes that we are just entering upon a new era of deeper vessels and greater safety and comfort for fishermen; nevertheless there are those who still pin their faith to shallow vessels with a wide beam, and among them is Thomas Clapham, of Roslyn, L. I., the inventor of the patent nonpareil sharpie with Roslyn yawl rig and balance rudder.

G. FOSTER HOWELL.

THE WINSLOW'S ADVENTURE.

The tug Winslow left this port November 12 at 11 a. m. for the schooner Starling, ashore at Ghegheta Islands, Lake Huron. She arrived there at 8 o'clock the next morning, and found the tug International aground in the channel between the two islands, and through which it was necessary to pass to reach the schooner, which was on one of the reefs between the islands and the shore. The water in this channel is very shallow, there being only about two inches more than the Winslow drew. The Winslow passed through all right, and started to work on the schooner, having placed two steam pumps aboard and other wrecking apparatus. In a short time the captain of the International rowed over to the Winslow and asked Captain Swain to pull him off, which the captain consented to do. After being released the International steamed away and nothing was seen of her for two days, when she again hove in sight. The Winslow is an American tug, while the International is Canadian. Being an American tug the Winslow was breaking a customs regulation by working on a schooner in Canadian waters, as the Starling was. The Canadian officers found out that the Winslow was working on the Starling, and chartered the International to go to her with a Canada marshal to seize her. Captain Swain suspected this when he saw the International steaming toward the bay where the Starling was aground. He ordered the men at work on the schooner to cease and to get aboard the tug. It was impossible to get through the channel and into the lake before the International arrived, and if she got aground there the Canada customs authorities would have her, so Captain Swain waited until the International got through and came within fifteen feet of him, when, as he had supposed a Canada marshal appeared on the tug's deck, accompanied by two or three other men who appeared as though they might be marshals too. Captain Swain stood on the pilot house with the bell rope in his hand. "I want the Winslow in the name of the Queen" sung out the marshal.

"The first thing you must do is to get the Winslow," answered the captain, and he pulled the bell rope. He had evidently posted his men, the throttle was opened wide and the Winslow instantly shot forward.

It was the intention of Captain Swain to run by the International, get through the channel into the lake and skip for American waters, when he could bid defiance to the Canadian Marshal. The International, however, headed him off, and then followed some very cunning maneuvering on the part of the Winslow.

The International struck the Winslow several times with her stem. Every time the tugs were close enough the officers would yell "surrender." Captain Swain has been chased by Canadian marshals before however, and could yell back: "Not just yet."

The officers finally displayed firearms, but they did not fire. After considerable chasing and maneuvering Captain Swain managed to get the bow of his tug toward the channel, while the bow of the International was away from it. The tugs were close together, but the captain of the Winslow rung for more steam and she shot by the International towards the channel. The officers were close onto her and in going through the channel both tugs went very slow, for if either happened to ground it would give the victory to the other. Both of the tugs succeeded in getting through without fetching up, when they emerged from the channel the International was only half a length behind. If the Winslow was the faster tug she would escape. She proved to be so and gradually drew away from the International in the direction of Point au Barques. The International kept the chase up for twenty-five miles, when she gave it up, being between three and four miles behind.

The crew of the Winslow claim that there were forty men on board the International between decks waiting to board her when they approached near enough.

"They tried to ground us," said one of the crew, "but the captain was too sharp for 'em. One time we struck the International on the stern while trying to pass. The tug listed so much you could see half her bottom. It was a picnic to see how frightened the Canada marshals were; they thought it was all up with them sure."

The crew say that the Winslow never ran so fast as when chased by the marshals, and that it was always conceded that the International was the faster tug. Captain Swain says he had a permit to work on the schooner, but did not have it with him.

The Starling ran on about two weeks ago and is loaded with ties. The captain reports that she is lying easy on a sandy bottom, and that her condition is good. The Starling is owned by Captain E. P. Titus and J. A. Dease, of Port Rowan, Ont. She was built in 1873, was largely repaired in 1880, and now classes E1. The wrecking apparatus which was left aboard of her was valued at between $8,000 and $10,000.

Captain Swain and the Winslow have gained great notoriety with the Canadian marshals. Three years ago the Winslow was seized and tied up at Amherstburg by a Canadian officer. The officer remained almost constantly on board the tug, but one day he went on the dock. Quick as thought the engineer leveled the steam hose at him, and if the officer had made the attempt to get on board he would have been blistered with scalding water. The lines were cut which held the tug to the dock, and the Winslow then proceeded to Detroit.—*Detroit Free Press.*

If the International put up this job on the Winslow it was very unkind.

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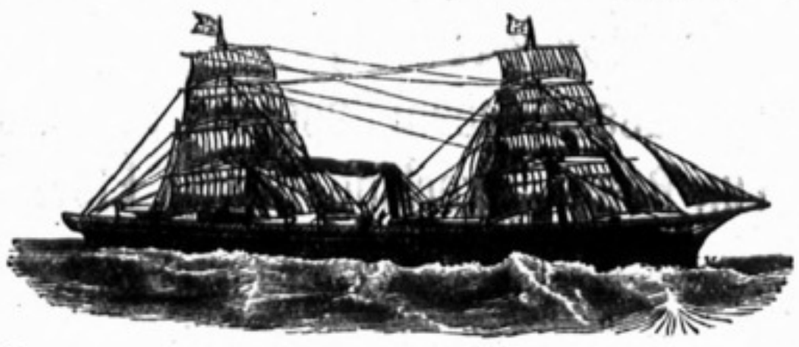

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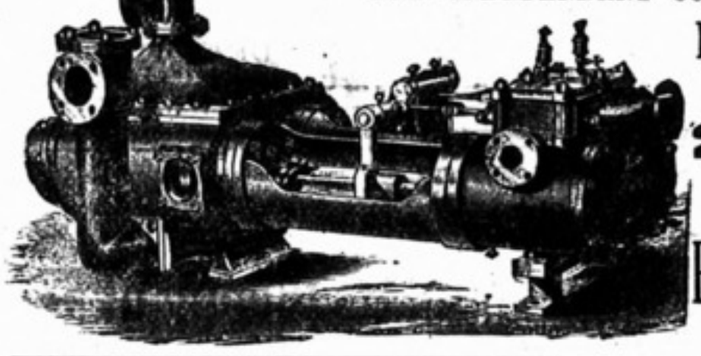

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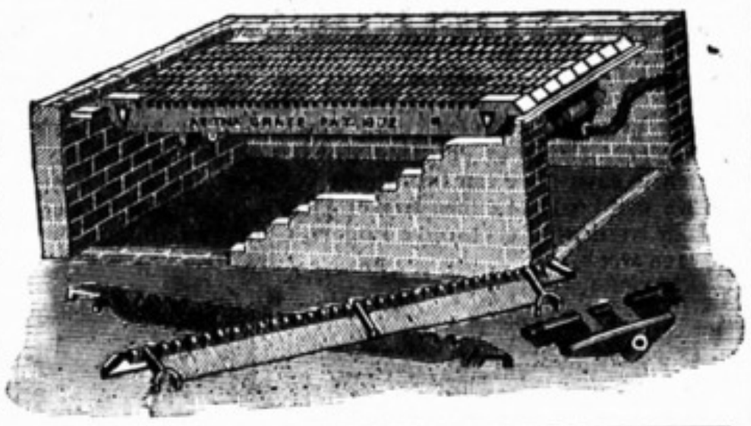

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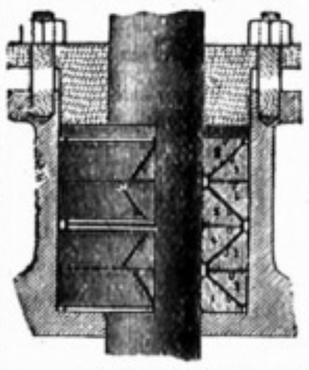

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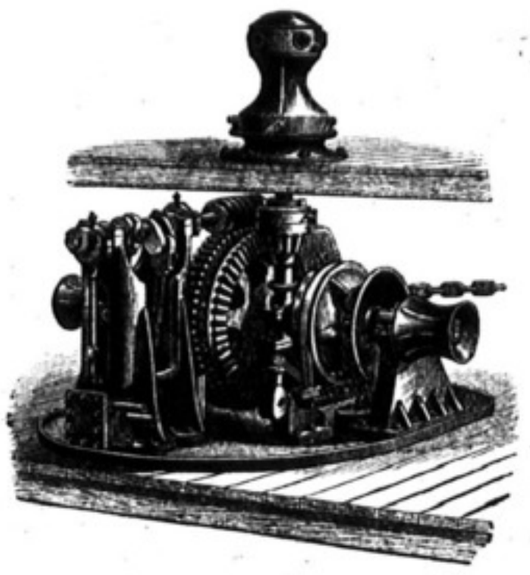

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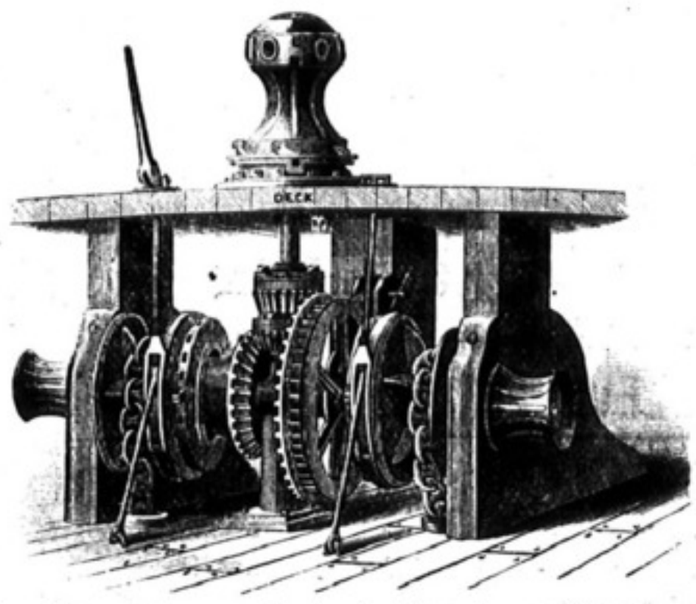

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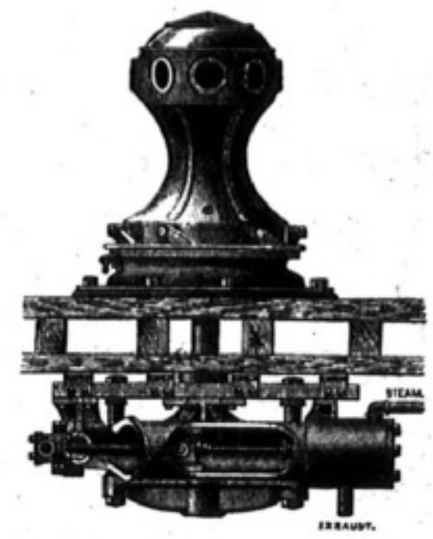

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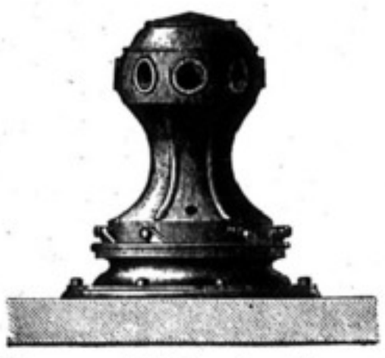

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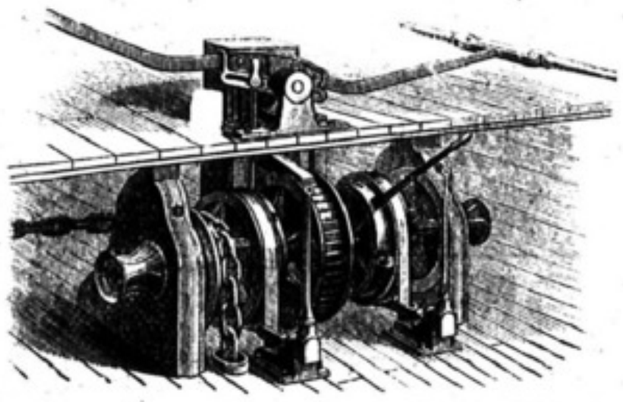

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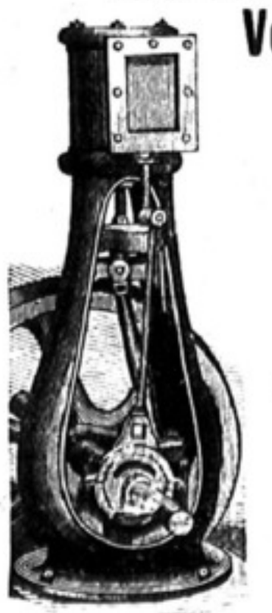

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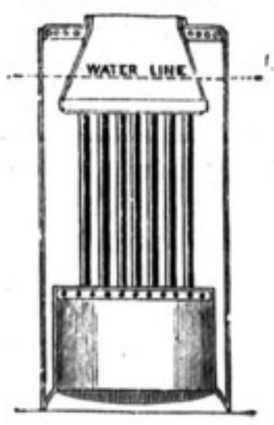

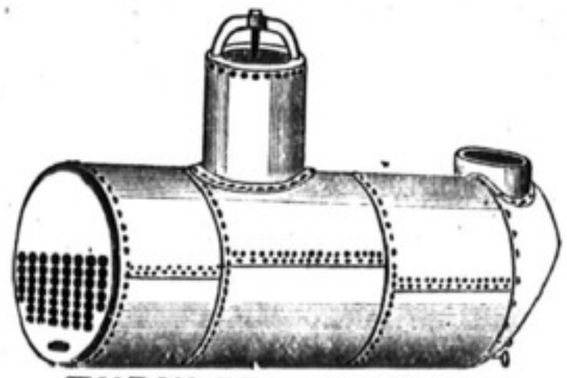

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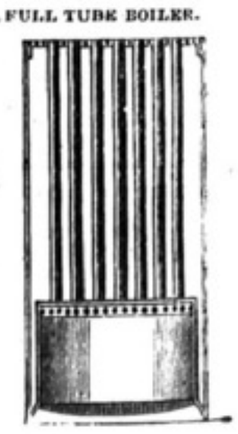

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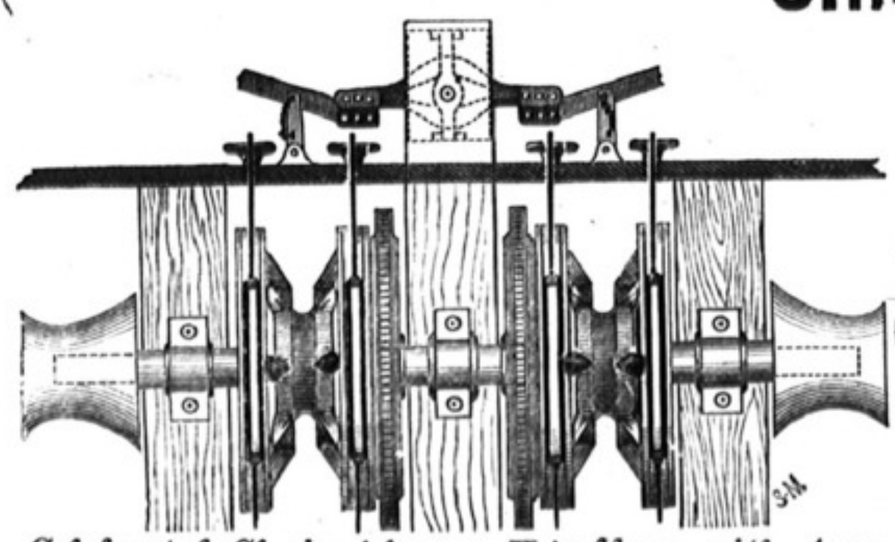

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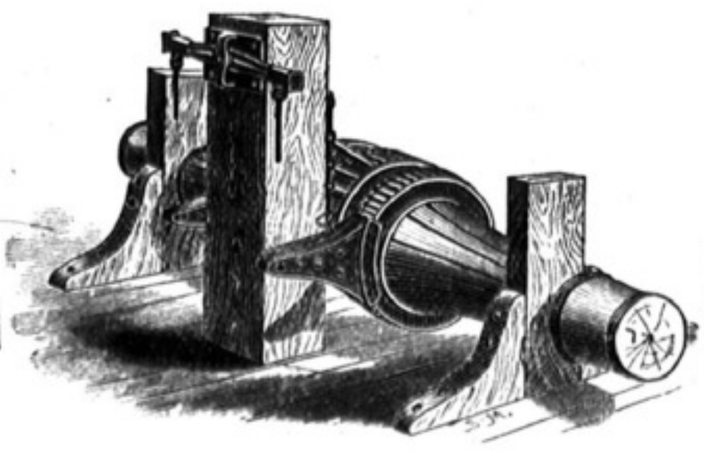

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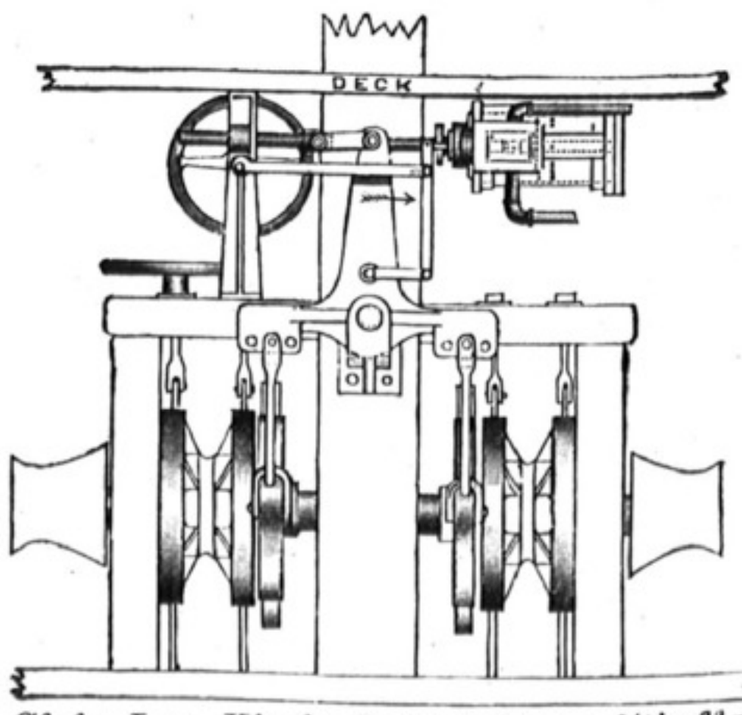

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